TRAFFIC ENGINEERING

A News Letter

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PHILADELPHIA

Philadelphia, through the efforts of Mayor S. Davis Wilson, is hoping further to reduce traffic accidents by installing a modern system of cataloguing traffic violators. Experience seems to indicate that a small percentage of drivers are responsible for the majority of accidents and with the names and records of drivers easily accessible the consistent violators can be readily determined.

A double tier metal rotary file, with a capacity of ninety thousand names, is being purchased for the use of the Accident Prevention and Traffic Engineering Division, Department of Public Safety. The name of the driver, his address, plate number, type of violation and date will be typed on a small, thick, paper slip which is inserted in a vertical panel. The panels are indexed and attached to the center rotary column so that they can be moved back and forth easily, quickly exposing any name or set of names.

We suggest you contact Bob Mitchell (Associate) for further details.

T. Elmer Transeau, Assistant Director of the Department of Public Safety, City of Philadelphia (Associate) is to deliver an address on "Traffic Control" at a meeting of the Pennsylvania Chiefs of Police Association holding its 23rd Annual Convention in Philadelphia, July 21 to 24.

BRUCE GREENSHIELDS

Bruce Greenshields (Associate) has just completed a series of radio broadcasts on highway safety over station WHKC, Columbus. He has also taken an active interest in the subject of driver reaction time. We suggest that all interested in this subject write to Mr. Greenshields for a reprint of his recent paper titled "Reaction Time in Automobile Driving" which appeared in the Journal of Applied Psychology, June 1936.

BUFFALO

William B. Powell, newly appointed traffic engineer for the city of Buffalo, N. Y. (Member) is busy laying the groundwork for future traffic planning in that city. He has just started 50 lads at work making traffic volume studies. Because of limited funds for traffic engineering activities Mr. Powell is calling on the National Youth Administration and Works Progress Administration for assistance.

As a measure of financial economy, the Police Commissioner ordered all traffic signals to be turned off from 1 A. M. to 6 A.M. This has aroused so much opposition that Mr. Powell is now undertaking a study to remove unnecessary signals, thus effecting a large enough saving so that the remaining signals can be kept in operation 24 hours daily.

CLARENCE TAYLOR

Mr. Taylor (Member) has severed his connection with the Massachusetts Department of Public Works to become Director of the Highway Planning Survey for the State of Maryland. His new address is Federal Reserve Bank Building, Baltimore, Maryland, care of State Roads Commission, Highway Planning Survey. We all wish Mr. Taylor success on his new job. (P.S. to Members - Correct your Roster before you forget it.)

HAMMOND COMPLETES SAFETY SURVEY PROCEDURE

Harold F. Hammond (Secretary-Treasurer) has just completed a Safety Survey Procedure for communities making a thorough study of their traffic control problems. The 82 page photoprint procedure is divided into seven parts. It has been put up in a loose leaf binder so that the 60 tables, forms and illustrations, as well as the accompanying explanations, can be enlarged, changed or removed. A more complete account will be given in a subsequent issue of the Digest.

MICKLE DIRECTING TRAFFIC STUDIES
for
MICHIGAN HIGHWAY PLANNING SURVEY

The field work on the Michigan Highway Planning Survey recently reached the half way mark. This survey is one of some thirty-two now being conducted or scheduled in various states and includes a Financial Survey, Road Inventory and a Traffic Survey. The Michigan survey is jointly sponsored by the Bureau of Public Roads, Washington, D. C., and Murray D. Van Wagoner, Michigan State Highway Commissioner.

Of interest to "News Letter" readers is the Traffic Branch of the Survey. A state-wide traffic census is being conducted on all state, county and local roads by means of a network of traffic count stations. At fourteen carefully selected points small shantys have been erected where crews of six men each count and classify traffic twenty-four hours a day for one year. To these control points are geared 396 key stations which are counted fourteen times during the year on a schedule which will give a twenty-four hour count at each location. The schedule provides for daily and seasonal variations and when related to the fourteen master stations will give an average volume of traffic at each counting point.

At 126 of the key stations a weighing party also operates so that complete information regarding the weight of trucks, their origin and destination, the commodities they carry, and other transport information will be known.

In addition to the above, approximately 12,000 blanket count stations will be counted from one to six times during the summer and fall months. These stations are located on county and local roads and at points on the state systems where a change in traffic volume may occur.

The traffic branch of the survey is also conducting a state wide accident investigation in cooperation with the Michigan State Police and a comprehensive traffic survey in the city of Detroit in cooperation with the Detroit Police Department. Many interesting results are coming from these latter two surveys which subsequent issues of the "News Letter" will outline.

The Detroit survey is being directed by Harry C. Koch who recently was made an Associate Member of the Institute. Jensen, Bowen and Farrell, Engineers of Ann Arbor, Michigan, loaned the Manager of their Traffic and Transport Department, D. Grant Mickle, (Associate) to the Highway Commissioner for the general direction and planning of the State Traffic Surveys and the Detroit work.

ST. LOUIS

During the past few months the Traffic Division of the Department of Streets and Sewers of the City of St. Louis has had in operation, at heavy pedestrian volume intersections, a loud speaker broadcasting from a record and synchronized with the traffic signal system. The message is a warning to obey the signals and not to cross against the red light, calling attention to the fact that the majority of serious accidents and fatalities involve pedestrians.

A check was made of signal obedience by pedestrians under normal conditions and then again while the loud speaker was in operation a decrease in violations was noticed and a greater respect for the signals was observed. No check was made after the loud speaking equipment was moved to see if the improvement in pedestrian obedience was maintained.

ANNUAL MEETING

Don't forget our annual meeting in Atlantic City, N. J., October 4 to 6 inclusive. Walter Klapproth and D. Grant Mickle, Chairman and Vice Chairman respectively of the Program Committee have assured us an interesting group of meetings and speakers.

SIXTH ANNUAL PROCEEDINGS

After much delay the Sixth Annual Proceedings of the 1935 Annual meeting have been printed and placed in the mail. P. J. Stupka, Chairman of the Proceedings Committee, is largely responsible for the editing and final preparation of the Proceedings.

After distribution to the members we have approximately 300 copies left which are to be sold to the general public at $2.50 per copy. The Secretary is sending an announcement of the Proceedings to many Mayors, Police Chiefs, Libraries and Universities in an effort to stimulate sales. Any suggestions you can give or copies you can sell will add to the treasury and standing of the Institute.

DWIGHT McCRACKEN

Mr. McCracken (Associate) is busy these days working on safety publications for his organization. Recently he became Secretary of the Vehicle Fleet Section of the National Safety Council, adding further duties to his daily routine.

S O S

This news letter depends on news about the members if it is to be successful. Its up to each individual member, therefore, to do his part. Let's hear especially from you members who have failed to contribute recently. This means today and not tomorrow or next year.